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PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All work is done in a workmanlike manner, and is therefore equal and generally superior to that done anywhere else. Estimates given.

Hongkong Daily Press.

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HONGKONG, TUESDAY, MARCH 3RD, 1896.

二月體

號三月三十六九百八千萬第

GOLD MEDALS, PARIS, 1863.

JOSEPH GILLOTT'S

CHIPEST.

The Only

Artists.

Medals are therefore

awarded.

THE NEW TURNED-UP POINT, 1032.

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fire was the explosion that houses were shaken two miles away. The affair has not yet been settled, but is looked on with perfect confidence by the natives of the city, and the fight is in the camp of the *Dragon Eye* (Liberator). Ondol has been asked, but in spite of his high rank his known corruption is so great that it is doubtful if he will be able to quiet the disturbed elements.—*N. C. Daily News.*

MINING IN TONKIN.

We learn from the *Liberte* that M. Rousseau, Governor-General of Indo-China, has taken the opportunity of his presence in Paris in connection with the loan to go into several questions interesting to the economic development of Tonkin. Among these the question has arisen upon the demand of the Minister the necessary changes in the mining regulations at present in force in the Indo-Chinese possessions. The mining wealth of Annam and Tonkin, says the writer, is doubted by no one. Its existence is attested not only by the reports of engineers sent on official missions, but by the significant fact that on Jan. 1, 1894, some 265 requests for mining concessions were submitted for the most part to the colonists established in Tonkin, but were addressed to the local administration. How is it, then, that the number of mines actually being worked is reduced to two—those of Honray and Kebao? The reason must be sought in the draconian regulations of the decree of Nov. 16, 1888. The authors of those regulations did not understand that in a new country like Tonkin, where the selection and working of mines are necessarily difficult, it is needed to encourage mining by offering the most liberal regulations. According to the decree of 1888 the extent of the concessions which could be granted was limited to a superficial area insufficient to remunerate the capital employed. In consequence of this limitation those who discovered a mine often found that it had worked for people other than themselves and consequently profited by it. Besides to obtain a definite concession of a mine the concessionaire is obliged to submit a detailed plan, with other particulars, which in nine cases out of ten is impossible. Even when this condition can be complied with, the expense mounts up to a very large sum. Moreover, the fees and royalties imposed upon a concessionaire are much higher in Annam than in France. Consequently it is often heard that French capitalists show great similitude in entrapping their money in colonial enterprises. How should it be otherwise when everything is done to discourage and alienate them? M. Rousseau, the writer adds, is animated by quite another spirit, and it is to be hoped that the Minister for the Colonies will associate himself with the liberal views of the Governor-General of Indo-China.

QUESTIONS.

In no quarter of the globe do more interesting and intricate problems of international law present themselves than in the Far East. Consider, for example, the case of Formosa. Eventually when Formosa was incorporated in the dominions of Japan by right of conquest, foreigners ceased to have any title to reside and trade there under the provisions of treaties between China and Western Powers. Such treaties lost all operative value so soon as Formosa, passing out of China's possession, became a part of the empire within which above the trade was originally designed to have force. On the other hand, it will be presumed at first sight that, so soon as the island was incorporated in the dominions of Japan, it came within the scope of the commercial treaty between Japan and Western Powers. That would undoubtedly be true were the treaties applicable to the Japanese empire in general. But they are not thus applicable. The application is limited to certain specified phases of the empire, and, consequently, to assets that Formosa may by becoming a dominion of Japan's falls, *de facto*, within the purview of the treaties. It is an obvious misapprehension. It does not fall within the purview of the treaties any more than Shikoku, or the Bonin Islands do, where no open ports exist. In short, to render Formosa accessible to foreign trade and residence special negotiations will be necessary, unless Japan will take the unanticipated initiative of declaring the island accessible. She has taken that initiative: she has intimated officially that Tamsui, Keelung, Amoy, and Taku shall be henceforth open for purposes of foreign commerce, and that the provisions of her commercial treaties with Western Powers shall, as far as possible, extend to those places. But readers of the foreign authorities in that sense will note that the Foreign Powers can fail to observe the saying clause as far as possible, and the proviso that foreigners availing themselves of the privileges thus extended to them must observe the laws and regulations in force in Formosa. In fact, speaking strictly, Western people visiting or inhabiting the above four settlements in Formosa for trading purposes cannot claim there any privilege secured by treaty, but are only entitled to enjoy privilege as far as extended to them, and if it falls, as a matter of course, that they are under the obligation of observing whatever conditions Japan may choose to attach to those privileges. We do not suppose that there will be any practical reason to raise this question, but it is interesting to note that it is purely academic. Japan may be trusted to show all possible liberality in dealing with the affair. But we must note that historical familiars any provision applicable to the treaty, any provision relating to obligations of third parties accompanying transfers of territory by conquest from one to the other of two states whose intercourse with the outer world is restricted by extraterritorial stipulations.

Another example is connected with the recently settled *Chihshia*-Bawean case. The circumstances of the collision were examined by a British Court of Justice, and the Bawean had been adjudged in fault, the damages awarded to the owners of the vessel could not have been adjudged one-third of her cost, according to English law, which limits such damages to 20 per cent. Now the question suggests itself, has a Treaty Power competence to impose any limitation of the kind. Great Britain's rights of jurisdiction within Japanese territory are acquired by treaty, but the Japanese have not, so far as we know, any right to impose any limitation on the rights of the British. The Japanese may, however, be bound to provide the same measure of reparation that British subjects are entitled to receive from a Japanese tribunal. The *Chihshia*-Bawean collision occurred in Japanese territorial waters. Why should a British Court trying the case in Japan be barred from awarding to the owners of the Chinese vessel full compensation? The Chinese owners might obtain a Japanese award, but the attention that will very soon be bestowed by students of international law on the strange history of Eastern and Western relations under the treaties now approaching their denouement.—*Japan Mail.*

SHIPPING REPORTS.

Kobe. The British steam-yacht *Ullinair*, from 24th Feb., had N.E. winds.

The British steamer *Spondias*, from 26th Feb., had moderate to fresh N.E. gales and overcast cloudy weather.

The British steamer *Hong Leong*, from Singapore 24th Feb., had fine calm weather up to 26th, latter part strong monsoon and cloudy weather.

The German steamer *Hohenzollern*, from Nagasaki 27th Feb., had strong N.E. winds and rough sea, overcast and rainy. The Formosa Channel to port had strong N.E. wind and sea.

VESSELS PASSED ANJED.

Feb. 12. Ger. bark *Van den Berg*, Brummen, 24th Dec. 5, from East London for Bangkok.

12. Ned. s.s. *Ongaran*, Brewer, from Batavia for Rotterdam.

13. British bark *Kinlins*, Fox, Oct. 15, from Savannah for San Domingo.

13. Amer. bark *Siveland*, Andrezen, Jan. 18, from Rio de Janeiro.

14. British s.s. *Clunie Ross*, Syverstone, Feb. 12, from Batavia for Coco Island.

15. Ned. s.s. *Celosia*, De Wyn, Feb. 16, from Batavia for Peking.

15. British s.s. *Merkur*, Bergmann, Feb. 16, from Batavia for London.

16. Amer. ship *McLaurin*, Oakes, Feb. 11, from Singapore for New York.

17. Amer. ship *John E. Kelly*, Chapman, Feb. 8, from Hongkong for New York.

VESSELS IN DOCK.

COMMERCIAL INTELLIGENCE.

MONDAY, 3RD MARCH.

CLOSING QUOTATIONS EXCHANGE.

ON LONDON.—

Telegraphic Transfer 2/21

Bank Bills, on demand 2/21

Bank Bills, at 4 months' sight 2/21

Credits, at 4 months' sight 2/21

Documentary Bills, at months' sight 2/21

Hongkong Observatory, 2nd March 1894.

ON PARIS.—

Bank Bills, on demand 2/25

Credits, at 4 months' sight 2/21

ON GERMANY.—

On demand 2/21

Bank Bills, on demand 2/21

Credits, 60 days' sight 2/21

ON BONN.—

Telegraphic Transfer 1794

Bank, on demand 180

ON SHANGHAI.—

Bank, at sight 712

Private, 30 days' sight 722

ON YOKOHAMA.—

On demand 17 pm

ON MANILA.—

Bank, on demand 12 pm

ON SINGAPORE.—

On demand 2/21

SOVEREIGN BANK'S BUYING RATE 3.97

GOLD LEAD, 100 fine per tael 47.70

JOINT STOCK SHARE

COMPANY PAID UP QUOTATIONS

Hongkong & Sh. \$125 17/2 p.c. prem.

Chin. & Japan. \$5 2/2 p.c. prem.

Do ordinary 2/16

Do deferred 2/22

Nat. & Ind. 2/22

S. Shares 2/22

P. Shares 2/16

Ball's Asbest. 1/6 2/10

Brover & Co. 1/6 2/10

Campbell, Moore & Co. 1/6 2/10

Carnichard & Co. 1/6 2/10

Chines. Leon & E. 1/6 2/10

Daldi, Cunckle & Co. 1/6 2/10

Dairy Farm Co. 1/6 2/10

Fenwick & Co. 1/6 2/10

Green Island Co. 1/6 2/10

Hongkong & C. Gas 1/6 2/10

Hongkong Electric 1/6 2/10

Hongkong Fire 1/6 2/10

North China 1/6 2/10

Straits 1/6 2/10

Union 1/6 2/10

Yankees 1/6 2/10

Land and Buildings 1/6 2/10

The Land Investment 1/6 2/10

Hinckley Estate 1/6 2/10

Kowloon Land & B. 1/6 2/10

West Point Building 1/6 2/10

Luzon Sugar 1/6 2/10

Mining 1/6 2/10

Chambers 1/6 2/10

Fins 1/6 2/10

Hongkong 1/6 2/10

J. & K. Weller & G. 1/6 2/10

H. & W. Drex. 1/6 2/10

Insurances 1/6 2/10

Canton 1/6 2/10

China Fire 1/6 2/10

China Trading 1/6 2/10

North China 1/6 2/10

Straits 1/6 2/10

Union 1/6 2/10

Yankees 1/6 2/10

EXPORT CARGOES.

Per American ship *Dental New*, 2/6-2/26

arrived on the 13th February.

Per American ship *Formosa*, 2/6-2/26

arrived on the 13th February.

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NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG, AND
SINGAPORE
THE Steamship

"ARRATOON APCAR"

Captain J. E. Hansen, will be despatched for the above ports TO-DAY, the 3rd March, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 29th February, 1896. [551]

FOR SINGAPORE, HAYLE, AND
HAMBURG

Calling at NAPLES for landing Passengers if sufficient indorsement offered.

Taking Cargos through rates to Antwerp,

AMSTERDAM, ROTTERDAM, LIEGE, ORNOKO,

LONDON, LIVERPOOL, and BREMEN.

THE Steamship

"OCEANA"

Captain H. Fornes, will be despatched for the above Ports TO-DAY, the 3rd March, at 4 P.M., instead of as previously advertised.

This steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a stewardess.

For Freight or Passage, apply to

SIEMSEN & CO.,
Agents.

Hongkong, 26th February, 1896. [555]

"GLEN" LINE OF STEAM PACKETS

FROM LONDON AND STRAITS.

THE Steamship

"GLENCORY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Warehouse and Storage Co., Limited, Wanchai.

Consignees of Cargo are requested to take IMMEDIATE delivery of their Goods from alongside. Such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 25th February, 1896. [552]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"FORMOSA"

FROM LONDON, COLOMBO, AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and will be obtained as soon as the goods are landed.

This vessel brings on Cargo:-

From Port Said ex. Suez.

From Bombay or S. Kedive.

Optical goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW, 27th inst.

Goods not cleared by the 4th prox. at 4 P.M. will be sent to port.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the under-signer on or before the 6th proxime, after which no claim will be recognized.

A. WOOLLEY,
Acting Superintendent

Hongkong, 26th February, 1896. [553]

NAVIGAZIONE GENERALE
ITALIANA.

(Florio and Relatino United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LETIMBRO"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have been delivered to the Godowns, when they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th March, will be subject to rent.

Bill of Lading will be countersigned by

CARLOWITZ & CO.,
Agents.

Hongkong, 26th February, 1896. [554]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PEIAM"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Under-signer, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd March.

Goods undelivered after the 7th March, will be subject to rent. All ordered Goods must be left in the Godowns, when they will be examined at 11 A.M. on the 7th March.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 26th February, 1896. [555]

STEAMSHIP "SALAZIE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo are hereby in-

formed that their Goods and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optical Cargo will be forwarded on unless instructions are given to the Consignees before 4 P.M. on Friday, the 28th inst., requesting it to be landed here.

Bill of Lading will be countersigned by the Under-signer.

Goods remaining undelivered after SATURDAY, the 7th March at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before SATURDAY, the 7th March, they will not be received after that date.

All Damaged Packages will be examined on FRIDAY, the 6th March, at 3 P.M.

No Fire Insurance has been effected.

C. TOURAINE,
Acting Agent.

Hongkong, 29th February, 1896. [556]

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship

"KRIEMLICH"

Captain Th. Fornk, having arrived from the above port, Consignees of Cargo are hereby informed to send in the Bill of Lading for countersignature by the Under-signer and to take immediate delivery of their goods from alongside.

Optical Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 2nd March, at Noon.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th March will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, which will be examined on the 7th March, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, 29th February, 1896. [557]

PORLAND CEMENT

J. B. WHITE & BROS.

SCS AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.

Hongkong, 11th April, 1896. [558]

VESSEL ON THE BERTHS

FOR SINGAPORE, PENANG, AND
CALCUTTA.

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Hongkong, 26th February, 1896. [555]

"GLEN" LINE OF STEAM PACKETS

FROM LONDON AND STRAITS.

THE Steamship

"GLENCORY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 25th February, 1896. [552]

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"GLEN" LINE OF STEAMERS

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"KRIEMLICH"

Captain Th. Fornk, will be despatched for the above port TO-DAY, the 3rd inst., at 6 P.M.

This steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a stewardess.

For Freight or Passage, apply to

SIEMSEN & CO.,
Agents.

Hongkong, 26th February, 1896. [553]

NOTICE TO CONSIGNEES.

FROM LONDON, COLOMBO, AND
STRAITS.

THE Steamship

"TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIENNA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"TAKING CARGO AND PASSENGERS
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